

SECTION II
NAVIGATION PUBLICATIONS

NM 48/03

SAILING DIRECTIONS CORRECTIONS

PUB 124 8 Ed 2001 LAST NM 44/03

Page 179—Lines 8 to 12/R; read:

Muelle Mardones, an L-shaped pier, is situated about 0.3 mile NW of Punta Arenosa. The pier has a depth of about 20m along its outer face and has a lighted beacon near the end. A designated anchorage lies about 0.7 mile NE of Muelle Mardones. The bay is very open and only protected from W winds. The holding ground in this area is reported to be poor.

(BA NP 6, Supp. 3/03) 48/03

PUB 148 7 Ed 2001 LAST NM 45/03

Page 34—Lines 3 to 10/R; read:

Anchoring is prohibited from the high water line up to a depth of 60m anywhere around Bonaire Island unless permission is granted by the harbor master.

(US NM 38/03) 48/03

PUB 160 2 Ed 2002 LAST NM 43/03

Page 2—Line 21/R; insert after:

U. S. Embassy Angola Home Page
<http://luanda.usembassy.gov>

(NIMA) 48/03

Page 33—Line 2/L; insert after:

Cautions 33
(NIMA) 48/03

Page 33—Line 38/L; insert after:

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

(NIMA) 48/03

Page 57—Line 2/L; insert after:

Cautions 57
(NIMA) 48/03

Page 57—Line 25/L; insert after:

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

(NIMA) 48/03

Page 59—Line 2/L; insert after:

Cautions 59
(NIMA) 48/03

Page 59—Line 3/R; insert after:

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

(NIMA) 48/03

Page 65—Line 2/L; insert after:

Cautions 65
(NIMA) 48/03

Page 65—Line 26/L; insert after:

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

(NIMA) 48/03

Page 80—Line 33/R; insert after:

U. S. Embassy Guyana Home Page
<http://georgetown.usembassy.gov>

(NIMA) 48/03

Page 107—Line 2/L; insert after:

Cautions 107
(NIMA) 48/03

Page 107—Line 3/R; insert after:

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

PUB 160 (Continued)**Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.

Special Warning 114 (Issued 5 February 2001)

1. Mariners are advised to exercise caution when transiting the waters of the north Persian Gulf.

2. Iranian-flag speedboats and patrol craft operating in Iranian and international waters have boarded vessels and demanded payment before the vessels are allowed to proceed.

3. Mariners should exercise caution and vigilance when operating in this area, and should obtain and evaluate current warning information broadcasted by the National Imagery and Mapping Agency (NIMA) via HYDROPAC broadcasts. U.S. citizens may also wish to refer to the State Department's Travel Warnings for Iran.

4. Any anti-shipping activity should be reported to NIMA NAVSAFETY BETHESDA MD or NAVSAFETY@NIMA.MIL via Ship Hostile Action Report (SHAR) procedures (See NIMA Pub 117—Chapter 4), or directly to the U.S. State Department, or nearest U.S. Embassy or U.S. Consulate.

5. The publication of this notice is solely for the purpose of advising U.S. mariners of information relevant to navigational safety, and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation, or proclamation so published.

(NIMA)

48/03

Page 109—Line 2/L; insert after:

Cautions

109

(NIMA)

48/03

Page 109—Line 3/R; insert after:

Cautions**Special Warning 121 (Issued 20 March 2003)**

1. Coalition naval forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman, and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are critical to avoid inadvertent use of force.

2. All vessels are advised that coalition naval forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition naval forces will be subject to defensive measures, including boarding, seizure, disabling, or destruction, without regard to registry or location. Consequently, surface vessels, subsurface vessels, and all aircraft approaching Coalition naval forces are advised to maintain radio contact on bridge-to-bridge channel 16, international air distress (121.5 MHz VHF), or military air distress (243 MHz UHF).

3. Vessels operating in the Middle East, Eastern Mediterranean Sea, Red Sea, Gulf of Oman, Arabian Sea, and Arab-

ian Gulf are subject to query, being stopped, boarded, and searched by U.S./Coalition warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and/or laying naval mines are subject to detention, seizure, and destruction. This notice is effective immediately and will remain in effect until further notice.

Special Warning 115 (Issued 16 February 2001)

1. In the Persian Gulf, multi-national naval units continue to conduct a maritime operation to intercept the import and export of commodities and products to/from Iraq that are prohibited by U.N. Security Council Resolutions 661 and 687.

2. Vessels transiting the Persian Gulf and the Gulf of Oman can expect to be queried and, if bound for or departing from Iraq or the Shatt-al-Arab waterway, also intercepted and boarded. Safe navigation may require vessels to be diverted to a port or anchorage prior to conducting an inspection.

3. Maritime inspection operations in the Red Sea, Strait of Tiran, and Strait of Hormuz have ceased. Cargo bound for Aqaba or transshipment from Aqaba may be inspected on shore according to an agreement worked out by the U.N. Sanctions Committee and Jordanian authorities.

4. Documentation requirements for the naval regime in the Persian Gulf and the shore-based regime in Aqaba are identical and can be found in the most recent HYDROPACS covering the enforcement of sanctions against Iraq.

5. Stowage and other requirements for vessels transiting the Persian Gulf can also be found in the most recent HYDROPACS covering the enforcement of sanctions against Iraq.

6. Ships which, after being intercepted, are determined to be in violation of U.N. Security Council Resolution 661 will not be allowed to proceed with their planned transit.

7. The intercepting ship may use all available communications, primarily VHF channel 16, but including International Code of Signals, flag hoists, other radio equipment, signal lamps, loudspeakers, bow shots, and other appropriate means to communicate directions to a ship.

8. Failure of a ship to proceed as directed will result in the use of the minimum level of force necessary to ensure compliance.

9. Any ships, including waterborne craft and armed merchant ships, or aircraft, which threaten or interfere with multi-national forces engage in enforcing a maritime interception may be considered hostile.

Note.—Information concerning U.N. sanctions against Iraq can be found under Regulations—Iraq Embargo.

(NIMA)

48/03

Page 113—Line 2/L; insert after:

Cautions

113

(NIMA)

48/03

PUB 160 (Continued)

Page 113—Line 14/R; insert after:

Cautions**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

(NIMA)

48/03

Page 119—Line 2/L; insert after:

Cautions

(NIMA)

119

48/03

Page 119—Line 24/L; insert after:

Cautions**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

(NIMA)

48/03

Page 120—Bottom table; replace with below:

U. S. Embassy Jordan Home Page http://amman.usembassy.gov
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(NIMA)

48/03

Page 122—Bottom table; replace with below:

U. S. Embassy Kenya Home Page http://nairobi.usembassy.gov

(NIMA)

48/03

Page 123—Line 2/L; insert after:

Cautions

(NIMA)

123

48/03

Page 123—Line 24/L; insert after:

Cautions**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

(NIMA)

48/03

Page 124—Bottom table; replace with below:

U. S. Embassy Kuwait Home Page http://usembassy.state.gov/kuwait
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(NIMA)

48/03

Page 138—Lines 23 to 26/R; read:

Time (BRAVO (-2)) is maintained from the first Sunday in September until the first Sunday in April.

(BA NP 282)

48/03

Page 143—Line 2/L; insert after:

Cautions

(NIMA)

143

48/03

Page 143—Line 3/R; insert after:

Cautions**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

(NIMA)

48/03

Page 147—Line 2/L; insert after:

Cautions

(NIMA)

147

48/03

Page 147—Line 3/R; insert after:

Cautions**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 116 (Issued 5 March 2001)

1. Mariners calling on Pakistan are advised that levels of sectarian and factional violence remain high. Karachi, the main port, continues to be affected by politically-motivated killings.

2. On March 8 1995, unknown assailants opened fire on an official U.S. Consulate shuttle in Karachi, killing two Embassy employees and wounding a third.

3. Anti-American sentiment can be provoked easily and spontaneously in response to international events that radicals misconstrue as directed against Islam. For example, the U.N. resolution on sanctions against Afghanistan resulted in sporadic anti-American protests.

4. Port facilities and vessels may offer targets of opportunity for terrorist attacks. U.S. mariners are advised to exercise heightened security awareness and prudent security precautions when in Pakistani ports and waters.

PUB 160 (Continued)**Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in
Iraq—Cautions.
(NIMA) 48/03

Page 150—Bottom table; replace with below:

<p>U. S. Embassy Pakistan Home Page http://islamabad.usembassy.gov</p>

(NIMA) 48/03

Page 153—Line 2/L; insert after:

Cautions 153
(NIMA) 48/03

Page 153—Line 23/L; insert after:

Cautions**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in
Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in
Iraq—Cautions.
(NIMA) 48/03

Page 157—Line 2/L; insert after:

Cautions 157
(NIMA) 48/03

Page 157—Line 28/L; insert after:

Cautions**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in
Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in
Iraq—Cautions.
(NIMA) 48/03

Page 159—Bottom right table; replace with below:

<p>U. S. Embassy Saudi Arabia Home Page http://riyadh.usembassy.gov</p>

(NIMA) 48/03

Page 171—Line 9/R; insert after:

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in
Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in
Iraq—Cautions.

Special Warning 111 (Issued 12 May 1999)

1. Due to continuing conditions of armed conflict in Somalia and its territorial waters, mariners are advised to avoid the port of Mogadishu and remain at least 50 nautical miles distant from the southeast Somali coast. Ships not specifically expected at the ports of Berbera and Bosaso should also avoid approaching the northern Somali coast.

2. In the past year there have been increasing reports of armed attacks on passing vessels off the coast of Somalia. Fishing vessels, freighters, and tankers have been fired upon by small speedboats with conventional weapons and rocket launchers. Ships have been hijacked, cargoes stolen, and crews held for ransom. Formerly confined to the port city of Mogadishu, the attacks have since extended into coastal waters. Recent hijackings have occurred as far as 40 miles offshore.

3. The Department of State has warned all U.S. citizens against travel to somalia. Inter-clan and interfactional fighting can flare up with little warning, and kidnapping and other threats to foreigners can occur unpredictably in many regions. There is no national government in Somalia to offer security or police protection for travelers. While parts of the north are relatively peaceful, including much of the self-declared "Republic of Somaliland," there is no U.S. diplomatic presence in Somalia to provide up-to-date security assessments or consular assistance to U.S. citizens.

(NIMA) 48/03

Page 191—Line 2/L; insert after:

Cautions 191
(NIMA) 48/03

Page 191—Line 24/L; insert after:

Cautions**Special Warning 107 (Issued 1 December 1997)**

1. Sri Lanka has announced that entrance by unauthorized vessels into the waters of Palk Strait and the eastern territorial waters of Sri Lanka is prohibited because of the increased acts of terrorism against shipping and Sri Lankan naval vessels. Sri Lanka requires that vessels in the vicinity contact the Sri Lankan Command (Tel. 941-42-30-10, Fax: 941-433-986) for authorization if they wish to enter these areas.

2. The government also has establish a restrictive zone in coastal waters along the west coast from Kalptiya to Colombo Port's southern backwaters. Written permission from the Sri Lankan Command is required for entry into these waters as well. Sri Lankan authorities have advised that they will fire on violators.

3. The U.S. Embassy in Colombo reports that between July and September 1997, at least three foreign flag merchant vessels were attacked by the Liberation Tigers of Tamil Eelam (LTTE). One vessel operating as a passenger ferry off Mannar on the northeast coast was set afire and

PUB 160 (Continued)

sunk. A second vessel departing north from the Jaffna Peninsula was hijacked, stripped of equipment, and its crew temporarily held by terrorists. One crew member was killed during the hijacking. A third vessel was loading mineral cargo off the northeast coast near Pulmoddai when it was attacked and at least five members of its crew killed.

4. Any anti-shipping activity should be reported to NIMA NAVSAFETY, U.S. State Department, or the nearest U.S. Consulate. Refer to NIMA Pub. 117, Chapter 4, for instructions on filing a Ship Hostile Action Report (SHAR) or Anti-Shipping Activity Message (ASAM).

5. The publication of this notice is solely for the purpose of advising United States mariners of information relevant to navigational safety and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation, or proclamation so published.

(NIMA) 48/03

Page 193—Line 2/L; insert after:

Cautions 193
(NIMA) 48/03

Page 193—Line 27/L; insert after:

Cautions**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Special Warning 108 (Issued 20 October 1998)

1. In January 1996, the Department of State warned all U.S. citizens against traveling to Sudan due to ongoing violence within the country. Citing the U.S. government's suspension of its diplomatic presence in Sudan, the department advised that its ability to provide emergency consular services would be severely limited. In August 1998, the State Department again warned U.S. citizens against travel to Sudan "following the recent U.S. air strikes against terrorist facilities and possible threats to Americans and American interests in that country." The latter warning (No. 98-041) remains in effect to date.

2. In November 1997, President Clinton issues Executive Order 13067 imposing a U.S. trade embargo against Sudan. Among the prohibited activities are "any transaction by a United States person relating to transportation of cargo to or from Sudan." "United States person" is defined as any U.S. citizen, permanent resident, entity organized under U.S. law, or person in the United States. The embargo is still in effect.

3. Notwithstanding the pre-existing travel warning and ongoing U.S. trade embargo, the recent U.S. missile attack on a chemical plant in Khartoum has raised concerns of possible retaliation against U.S. citizens and/or commercial interests. U.S. mariners are therefore urged to avoid Port Sudan or other Sudanese ports. U.S. vessels are also advised

to remain well clear of Sudanese territorial waters in the western Red Sea area.

(NIMA) 48/03

Page 194—Bottom tables (two); replace with below:

U. S. Embassy Egypt Home Page
<http://cairo.usembassy.gov>

U. S. Embassy Kenya Home Page
<http://nairobi.usembassy.gov>

(NIMA) 48/03

Page 203—Line 2/L; insert after:

Cautions 203
(NIMA) 48/03

Page 203—Line 28/L; insert after:

Cautions**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

(NIMA) 48/03

Page 209—Line 25/L; insert after:

Cautions**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Special Warning 113 (Issued 13 October 2000)

1. The level of risk for foreigners in Yemen remains high. On 12 October 2000, several U.S. citizens were killed and many more were injured in an incident involving a U.S. Navy ship in the port of Aden, Yemen in what may have been a terrorist attack. An explosion in the morning of 13 October 2000 caused minor damage to the British Embassy in Sanaa, Yemen and no casualties. While U.S. and Yemeni officials are still cooperating closely to determine the cause of the tragic explosion, the investigation has only started. Under these circumstances, U.S. mariners should avoid Yemeni ports for the present.

2. In light of this and other recent events, the U.S. Department of State warns U.S. citizens to defer travel to Yemen. U.S. citizens should exercise a very high level of caution and should only travel between cities by air or with an armed escort. They should register with the U.S. Embassy

PUB 160 (Continued)

in Sanaa and remain in contact with the Embassy for updated security information at (97)(1)238-844 through 238-852.

(NIMA) 48/03

Page 209—Line 25/L; insert after:

Cautions 209
(NIMA) 48/03

Page 210—Bottom table; replace with below:

<p>U. S. Embassy Yemen Home Page http://usembassy.state.gov.yemen</p>
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(NIMA) 48/03

PUB 163 8 Ed 2002 LAST NM 47/03

Page 245—Lines 1 to 13/R; read:

The Kaltim Fertilizer Complex is situated in Lhotuan Harbor at the head of an inlet, 5 miles N of Bontang LNG Terminal. The loading berth, about 200m long, has a charted depth of 10m.

The channel is 0.15 mile wide, narrowing to 91m at the inner end. Depths are 22 to 30m in the outer part of the channel, reducing to about 10m at the inner end.

Three sets of range lights mark the centerline of the channel that leads to the loading dock at the fertilizer plant. The leading lighted beacons to the berth bear, as follows:

First pair	284°
Second pair	328°
Third pair	296°

A navigable channel marked by lighted buoys leads into Teluk Selangan, a small bay lying S of Bontang. The channel is marked by range lights bearing 304°.

(42(4564)03 Taunton) 48/03

PUB 172 9 Ed 2001 LAST NM 47/03

Page 170—Line 6/L; insert after:

<p>Fujairah Port Home Page http://www.fujairahport.com</p>
--

(BA NP 286(3)) 48/03

Page 170—Lines 3 to 4/R; read:

8. ETD and next port of call.

9. Arrival draft.

(BA NP 286(3)) 48/03

Page 206—Lines 45 to 48/L; read:

harbormaster 72 hours and 24 hours in advance, stating the vessel's length, draft, and full details of cargo. Contact Port Control on VHF channel 16 at least 2 hours prior to arrival.

(BA NP 286(3)) 48/03

Page 207—Lines 1 to 3/R; read:
traffic.

Pilotage.—Pilotage is compulsory and should be requested 24 hours in advance. The pilot boards in the anchorage area.

Anchorage.—Anchorage outside the inlet may be obtained, in depths of 11

(BA NM 44/03, Section VI) 48/03

Page 207—Line 30/R; insert after:

A grain/general cargo berth, 250m long, with a dredged depth of 14m alongside, is located on the NE side of the basin. Vessels up to 120,000 dwt can be accommodated.

(US CH 40/62406/97; Lloyd's Ports;

BA NP 63, Supp. 8/01) 48/03

Page 207—Line 36/R; read:

Pilotage.—Pilotage is compulsory and is available 24 hours. Pilots board 3 miles NW

(BA NP 286(3)) 48/03

Page 207—Lines 57-58/R; read:

15.8 Ajman (25°25'N., 55°26'E.) is located on the S side of the entrance to Khawr Ajman. Containers and general cargo are handled here.

<p>Ajman Home Page</p>

<p>http://www.ajmanport.org</p>
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Depths—Limitations.—The entrance channel has been dredged (1998) to a depth of 8m.

Berth 1 through Berth 5, with a total length of 548m, have been dredged (1998) to an alongside depth of 8m. Nine other berths, with a total length of 1,654m, have a dredged depth of 5m alongside. A ro-ro berth, 150m long, has a depth alongside of 5m.

Vessels up to 20,000 dwt, with a maximum length of 170m (180m at HW) and a maximum draft of 7.6m (8.0m at HW), can normally be accommodated.

Within the bar, the channel forks into several branches, all available to local small craft. Irregular ridges of sand, shell, and dead coral, with depths of less than 10m, lie as far as 2.5 miles offshore in the vicinity of Khawr Ajman.

Aspect.—The entrance to Khawr Ajman lies between two training walls, marked by lights, and is encumbered by a bar over which the depth is variable.

A fort and several minarets are situated in Ajman. Berig al Mai, 0.5 mile SSW of the fort, is a conspicuous watchtower.

Pilotage.—Pilotage is compulsory. The pilot boards 2 to 3 miles NW of the breakwater.

Regulations.—Vessels should contact the Port Authority/Harbor Control 2 hours before arrival on VHF channel 16.

The port authority controls vessel movement on VHF channel 6.

Anchorage.—The holding ground is poor and ships should not anchor in depths of less than 20m, except in calm weather.

PUB 172 (Continued)

Caution.—Shallow water was reported to lie on the inside of the channel bends; a shoal patch of 4m was found in the inner harbor. The sea breaks heavily on the bar with an on-shore swell.

(Lloyd's Ports; Fairplay) 48/03

Page 208—Lines 1 to 20/L; strike out.

(NIMA) 48/03

Page 209—Lines 37 to 42/R; read:

Pilotage is available from 0600 until 2359 although pilotage outside these hours can be arranged through the harbor-master.

Regulations.—The vessel's ETA should be sent 2 hours in advance.

Vessels are requested to maintain a listening watch on VHF channel 16 or 12 from 2 hours before the ETA until they have berthed.

(BA NP 286(3)) 48/03

Page 210—Lines 1 to 4/L; strike out.

(NIMA) 48/03

Page 212—Lines 4 to 18/L; read:

Pilotage.—Pilotage is compulsory and is available 24 hours. The pilot boards between Lighted Buoy No. Z15/Lighted Buoy No. Z16 and Lighted Buoy No. Z17/Lighted Buoy No. Z18. The pilot will board near Fairway Lighted Buoy on request only.

Regulations.—Vessels should send an ETA at Fairway Lighted Buoy to Port Control 72 hours, 48 hours, and 24 hours in advance through Bahrain (A9M). They should confirm the ETA 6 hours in advance on VHF. Vessels should then establish contact with Port Control on VHF channel 16, 2 hours before arrival. When approaching the port, vessels should contact the pilot vessel on VHF channel 67.

Vessels transiting the waters of the port are required to contact Abu Dhabi Port Control (VHF channel 16) or Addcap Base (VHF channels 11 or 13) when passing certain reporting points. See the accompanying table for details.

Abu Zaby Vessel Traffic Service	
Reporting Points	Report to
Inbound	
Before arrival	Port Control
When passing position 24°40.8'N, 54°15.0'E	Addcap Base
When passing Lighted Buoy No. Z23 and Lighted Buoy No. Z24 to enter Mina Zayed Channel	Port Control and Addcap Base
When leaving Mina Zayed Channel and entering Sea Wing Access Channel	Port Control and Addcap Base
Outbound	
Before entering Sea Wing Access Channel	Addcap Base

Before entering Mina Zayed Channel	Port Control
When leaving Sea Wing Access Channel and entering Mina Zayed Channel	Port Control and Addcap Base
When passing position 24°40.8'N, 54°15.0'E	Addcap Base

Anchorage.—Anchorage may be obtained, in a depth of (BA NP 286(3); US CH 62403) 48/03

Page 213—Line 23/R; insert after:

The facility can be contacted by e-mail, as follows:

port-captain.fateh@conocophillips.com

(BA NP 286(3)) 48/03

Page 214—Lines 10 to 15/L; read:

be well-advised, particularly on the first visit. Pilots board, as follows:

1. Near Lighted Buoy No. 5.
2. For tankers waiting in the anchorage area—2.5 miles off Lighted Buoy No. 7.
3. For vessels mooring at the SBM—in the anchorage area or near Lighted Buoy No. 17.

Regulations.—Vessels should send their ETA 7 days, 72 hours, 48 hours, and 24 hours in advance. The 72-hour message

(BA NP 286(3)) 48/03

Page 215—Line 31/L; read:

The service harbor for Zirkuh Petroleum Port (see paragraph 15.26) is located on the E side of the island. It consists of a causeway extending about 0.5 mile SE of the E extremity of

(BA NP 286(3); US CH 62408) 48/03

Page 215—Line 41/L; insert after:

Regulations.—The ETA should be sent 48 hours prior to arrival; changes to the ETA of over 6 hours should be reported immediately. A confirmation of the ETA should also be sent a few hours prior to arrival on VHF channel 16 or 64.

Vessels should maintain a continuous listening watch on VHF channels 15, 16, and 64.

(BA NP 286(3)) 48/03

Page 215—Lines 45 to 46/L; read:

Caution.—Local authorities should be consulted (NIMA) 48/03

Page 215—Lines 26 to 37/R; read:

should send their ETA 96 hours in advance. The ETA should be confirmed 48 hours and 24 hours in advance.

Vessels should contact the terminal 3 hours prior to arrival.

(BA NP 286(3)) 48/03

PUB 172 (Continued)

Page 215—Line 42/R; read:
channel 16 and on other channels as requested by the terminal.

(BA NP 286(3)) 48/03

Page 217—Lines 22 to 23/L; read:
boards in the Outer Anchorage Area, 1 mile W of Ghasha Lighted Buoy.

Regulations.—Vessels intending to call at the port shall inform

(US NM 6/62404/03) 48/03

Page 217—Line 34/L; read:

Vessels should maintain a continuous
(NIMA) 48/03

Page 218—Line 13/L; insert after:

Deep draft vessels intending to use the buoyed channel must inform Das Marine of their intentions.

(BA NP 286(3)) 48/03

PUB 180 3 Ed 2002 LAST NM 47/03

Page 51—Line 36/L; insert after:

Maritime Territorial Claims

The maritime territorial claims of Canada are, as follows:

Territorial Sea * 12 miles.

Contiguous Zone 24 miles.

Fisheries or Economic
Zone 200 miles.

Continental Shelf 200 miles or the Continental Margin.

* All waters between Canadian islands in the Arctic are claimed as internal waters. Hudson Bay is claimed as historic waters

(NIMA) 48/03

Page 59—Line 13/L; insert after:

Pilotage **66**
(NIMA) 48/03

Page 62—Lines 21 to 23/L; read:

Telephone: +299 665247 (from 0800-1200
and 1300-1600 LT)

+299 665244 (for emergencies)

(BA NP 286(3)) 48/03

Page 66—Line 1/L; insert after:

Maritime Territorial Claims

The maritime territorial claims of Greenland are, as follows:

Territorial Sea 3 miles.

Fisheries or Economic
Zone 200 miles.

Continental Shelf 200 miles or the Limit of Exploitation.

(NIMA) 48/03

Page 66—Line 17/L; insert after:

Pilotage

Pilotage in Greenland is not compulsory but is advisable. There is no official pilotage but the port authority of each port will assist when required.

(BA NP 286(3)) 48/03

Page 71—Line 11/L; insert after:

Navigational Information **76**
(NIMA) 48/03

Page 76—Line 23/R; insert after:

Navigational Information

The maritime territorial claims of Iceland are, as follows:

Territorial Sea 12 miles.

Fisheries or Economic
Zone 200 miles.

Continental Shelf 200 miles or the Continental Margin.

(NIMA) 48/03

Page 77—Lines 16 to 17/L; read:

to land or load at other places.

Vessel Reporting System

All vessels enroute to a port in Iceland must report to the Icelandic Coast Guard (ICG) at least 24 hours before entering port. Fishing vessels should report their position 6 hours before entering the Icelandic Exclusive Economic Zone (EZ) and every 12 hours while inside the IEZ. The information required in the report is given in the accompanying table. Reports can be sent to the ICG, as follows:

1. E-mail:
 - sar@lhg.is
 - vms@lhg.is
2. INMARSAT-C (+581 425101519)
3. Coast radio stations

PUB 180 (Continued)

Note.—Telefax transmissions of the required information to the ICG will not be accepted.

Iceland Reporting System Message Format	
Line	Description
A	Vessel name, IMO registration number, and call sign
B	Nationality
C	Vessel type
D	Date of transmission—6 digits—day of month (2 digits), month (2 digits), and year (2 digits))
E	Time of transmission in UT(GMT) (4 digits—hour (2 digits) and minutes (2 digits))
F	Current position—latitude (4 digits followed by N) and longitude (5 digits followed by E/W)
G	Last port of call
H	Destination (port in Iceland)
I	ETA at first port in Iceland (date and time as expressed in D and E)
J	Other ports of call in Iceland
K	Port of departure in Iceland
L	ETD from last port in Iceland (date and time as expressed in D and E)
M	Destination after Iceland
N	Agent in Iceland
O	Crew/passenger list in this order: 1. Nationality 2. Last name 3. First name 4. Date of birth 5. Sex 6. Passport number 7. Rank (if crew member)
P *	Total catch on board, by type
Q *	Estimated date, time, and position when sailing into the IEZ
R *	Former fishing area
S *	Services needed in Iceland
T *	All vessels shall confirm departure time at least 6 hours before leaving last port in Iceland
* Fishing vessels only	

Routes

(BA NP 281(1))

48/03

Page 81—Line 11/L; insert after:

Navigational Information
(NIMA)**85**
48/03

Page 85—Line 7/R; insert after:

Navigational Information

The maritime territorial claims of Norway are, as follows:

Territorial Sea	4 miles.
Contiguous Zone	10 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the continental margin.

(NIMA)

48/03

Page 101—Line 9/R; insert after:

Maritime Territorial Claims

The maritime territorial claims of Russia are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

(NIMA)

48/03

COAST PILOT CORRECTIONS**COAST PILOT 1 33 Ed 2003 Change No. 20**
LAST NM 46/03

Page 107—Paragraph 1304, line 2; read:

operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have a properly installed, operational, type approved AIS as of the date specified:

(1) Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following, self-propelled vessels, that are on an international voyage must also comply with SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1 as appropriate (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1,

COAST PILOT 1 (Continued)

2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(3) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, when navigating an area denoted in table 161.12(c) of §161.12 of this chapter, not later than December 31, 2004:

(i) Self-propelled vessels of 65 feet or more in length, other than fishing vessel and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service;

(ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service;

(iii) Passenger vessels certificated to carry more than 150 passengers-for-hire.

Note to §164.46(a): “Properly installed” refers to an installation using the guidelines set forth in IMO SN/Circ. 227 (incorporated by reference, see §164.03). Not all AIS units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. dGPS); the use of other external devices (e.g. transmitting heading device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in §164.46(a)(2). “Type approved” refers to an approval by an IMO recognized Administration as to comply with IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2 (Incorporated by reference, see §164.03). “Length” refers to “registered length” as defined in 46 CFR part 69. “Gross tonnage” refers to tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(b) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 of this chapter includes accurate input and upkeep of AIS data fields.

(c) The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS unit may be in operation at any one time.

(d) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on an international voyage, must be available for pilot use, easily accessible from the primary conning position of the vessel, and near a 120 Volt, AC power, 3-prong receptacle.

(FR 10/22/03)

48/03

COAST PILOT 3 36 Ed 2003 Change No. 19
LAST NM 46/03

Page 109—Paragraph 1482, line 2; read:

operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have a properly installed, operational, type approved AIS as of the date specified:

(1) Self-propelled vessels of 65 feet or more in length,

other than passenger and fishing vessels, in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following, self-propelled vessels, that are on an international voyage must also comply with SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1 as appropriate (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(3) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, when navigating an area denoted in table 161.12(c) of §161.12 of this chapter, not later than December 31, 2004:

(i) Self-propelled vessels of 65 feet or more in length, other than fishing vessel and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service;

(ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service;

(iii) Passenger vessels certificated to carry more than 150 passengers-for-hire.

Note to §164.46(a): “Properly installed” refers to an installation using the guidelines set forth in IMO SN/Circ. 227 (incorporated by reference, see §164.03). Not all AIS units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. dGPS); the use of other external devices (e.g. transmitting heading device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in §164.46(a)(2). “Type approved” refers to an approval by an IMO recognized Administration as to comply with IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2 (Incorporated by reference, see §164.03). “Length” refers to “registered length” as defined in 46 CFR part 69. “Gross tonnage” refers to tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(b) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 of this chapter includes accurate input and upkeep of AIS data fields.

(c) The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS unit may be in operation at any one time.

COAST PILOT 3 (Continued)

(d) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on an international voyage, must be available for pilot use, easily accessible from the primary conning position of the vessel, and near a 120 Volt, AC power, 3-prong receptacle.

(FR 10/22/03)

48/03

**COAST PILOT 6 33 Ed 2003 Change No. 20
LAST NM 46/03**

Page 70—Paragraphs 582 to 584; read:

(f) The draw of the Canadian Pacific Railway bridge, mile 1.74 over Burnham Canal, need not be opened for the passage of vessels.

(FR 10/3/03)

48/03

Page 100—Paragraph 1357, line 2; read:

operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have a properly installed, operational, type approved AIS as of the date specified:

(1) Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following, self-propelled vessels, that are on an international voyage must also comply with SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1 as appropriate (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(3) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, when navigating an area denoted in table 161.12(c) of §161.12 of this chapter, not later than December 31, 2004:

(i) Self-propelled vessels of 65 feet or more in length, other than fishing vessel and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service;

(ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service;

(iii) Passenger vessels certificated to carry more than 150 passengers-for-hire.

Note to §164.46(a): “Properly installed” refers to an installation using the guidelines set forth in IMO SN/Circ. 227 (incorporated by reference, see §164.03). Not all AIS

units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. dGPS); the use of other external devices (e.g. transmitting heading device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in §164.46(a)(2). “Type approved” refers to an approval by an IMO recognized Administration as to comply with IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2 (Incorporated by reference, see §164.03). “Length” refers to “registered length” as defined in 46 CFR part 69. “Gross tonnage” refers to tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(b) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 of this chapter includes accurate input and upkeep of AIS data fields.

(c) The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS unit may be in operation at any one time.

(d) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on an international voyage, must be available for pilot use, easily accessible from the primary conning position of the vessel, and near a 120 Volt, AC power, 3-prong receptacle.

(FR 10/22/03)

48/03

**COAST PILOT 7 35 Ed 2003 Change No. 17
LAST NM 45/03**

Page 158—Paragraph 2429, line 2; read:

operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have a properly installed, operational, type approved AIS as of the date specified:

(1) Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following, self-propelled vessels, that are on an international voyage must also comply with SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1 as appropriate (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than

COAST PILOT 7 (Continued)

December 31, 2004.

(3) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, when navigating an area denoted in table 161.12(c) of §161.12 of this chapter, not later than December 31, 2004:

(i) Self-propelled vessels of 65 feet or more in length, other than fishing vessel and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service;

(ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service;

(iii) Passenger vessels certificated to carry more than 150 passengers-for-hire.

Note to §164.46(a): “Properly installed” refers to an installation using the guidelines set forth in IMO SN/Circ. 227 (incorporated by reference, see §164.03). Not all AIS units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. dGPS); the use of other external devices (e.g. transmitting heading device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in §164.46(a)(2). “Type approved” refers to an approval by an IMO recognized Administration as to comply with IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2 (Incorporated by reference, see §164.03). “Length” refers to “registered length” as defined in 46 CFR part 69. “Gross tonnage” refers to tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(b) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 of this chapter includes accurate input and upkeep of AIS data fields.

(c) The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS unit may be in operation at any one time.

(d) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on an international voyage, must be available for pilot use, easily accessible from the primary conning position of the vessel, and near a 120 Volt, AC power, 3-prong receptacle.

(FR 10/22/03)

48/03

**COAST PILOT 8 25 Ed 2003 Change No. 11
LAST NM 42/03**

Page 84—Paragraph 864, line 2; read:

operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have a properly installed, operational, type approved AIS as of the date specified:

(1) Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following, self-propelled vessels, that are on an inter-

national voyage must also comply with SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1 as appropriate (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(3) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, when navigating an area denoted in table 161.12(c) of §161.12 of this chapter, not later than December 31, 2004:

(i) Self-propelled vessels of 65 feet or more in length, other than fishing vessel and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service;

(ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service;

(iii) Passenger vessels certificated to carry more than 150 passengers-for-hire.

Note to §164.46(a): “Properly installed” refers to an installation using the guidelines set forth in IMO SN/Circ. 227 (incorporated by reference, see §164.03). Not all AIS units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. dGPS); the use of other external devices (e.g. transmitting heading device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in §164.46(a)(2). “Type approved” refers to an approval by an IMO recognized Administration as to comply with IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2 (Incorporated by reference, see §164.03). “Length” refers to “registered length” as defined in 46 CFR part 69. “Gross tonnage” refers to tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(b) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 of this chapter includes accurate input and upkeep of AIS data fields.

(c) The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS unit may be in operation at any one time.

(d) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on an international voyage, must be available for pilot use, easily accessible from the primary conning position of the vessel, and near a 120 Volt, AC power, 3-prong recepta-

COAST PILOT 8 (Continued)

cle.

(10/22/03)

48/03

**COAST PILOT 9 21 Ed 2003 Change No. 14
LAST NM 42/03**

Page 83—Paragraph 836, line 2; read:

operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have a properly installed, operational, type approved AIS as of the date specified:

(1) Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following, self-propelled vessels, that are on an international voyage must also comply with SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1 as appropriate (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(3) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, when navigating an area denoted in table 161.12(c) of §161.12 of this chapter, not later than December 31, 2004:

(i) Self-propelled vessels of 65 feet or more in length, other than fishing vessel and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service;

(ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service;

(iii) Passenger vessels certificated to carry more than 150 passengers-for-hire.

Note to §164.46(a): “Properly installed” refers to an installation using the guidelines set forth in IMO SN/Circ. 227 (incorporated by reference, see §164.03). Not all AIS units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. dGPS); the use of other external devices (e.g. transmitting heading device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in §164.46(a)(2). “Type approved” refers to an approval by an IMO recognized Administration as to comply with IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2 (Incorporated by reference, see §164.03). “Length” refers to “registered length” as defined in 46 CFR part 69. “Gross tonnage” refers to ton-

nage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(b) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 of this chapter includes accurate input and upkeep of AIS data fields.

(c) The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS unit may be in operation at any one time.

(d) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on an international voyage, must be available for pilot use, easily accessible from the primary conning position of the vessel, and near a 120 Volt, AC power, 3-prong receptacle.

(FR 10/22/03)

48/03